




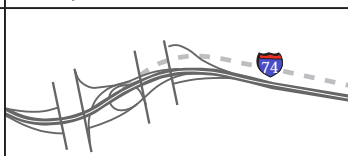
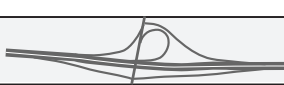
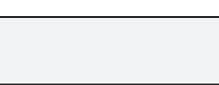

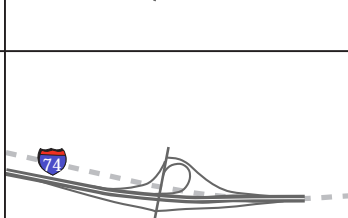


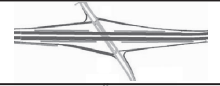

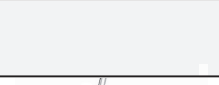

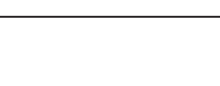





Interchange Features/Interchange Location	Existing Interchange Type	Proposed Interchange Type	Interstate Access Modifications	Local Roadway Access Modifications	Capacity Improvements
23rd Avenue			<ul style="list-style-type: none"> <li>Maintain existing access</li> </ul>	<ul style="list-style-type: none"> <li>Maintain existing access</li> </ul>	<ul style="list-style-type: none"> <li>Ramp intersection capacity improvements</li> </ul>
Downtown Moline					
Variation 1*			<ul style="list-style-type: none"> <li>Relocate SB entrance ramp to 19<sup>th</sup> Street</li> <li>Relocate NB entrance and SB exit ramps from 7<sup>th</sup> Ave. to IL 92</li> </ul>	<ul style="list-style-type: none"> <li>Construct new north-south connector roadway east of I-74</li> <li>Close 5<sup>th</sup> Avenue under I-74</li> </ul>	<ul style="list-style-type: none"> <li>Improved overall interchange capacity</li> <li>Ramp intersection capacity improvements</li> </ul>
Variation 2*			<ul style="list-style-type: none"> <li>Relocate SB entrance ramp to 19<sup>th</sup> Street</li> <li>Relocate NB entrance and SB exit ramps from 7<sup>th</sup> Ave. to IL 92 (6<sup>th</sup> Avenue and 4<sup>th</sup> Avenue )</li> </ul>	<ul style="list-style-type: none"> <li>Construct new north-south connector roadway east of I-74</li> <li>Close 5<sup>th</sup> Avenue under I-74</li> </ul>	<ul style="list-style-type: none"> <li>Improved overall interchange capacity</li> <li>Ramp intersection capacity improvements</li> </ul>
Downtown Bettendorf					
Variation 1*			<ul style="list-style-type: none"> <li>Relocate NB exit and SB entrance ramps from State Street to Grant Street</li> <li>Provide full-access interchange at Grant Street</li> <li>Eliminate NB entrance and SB exit ramps at Kimberly Road</li> </ul>	<ul style="list-style-type: none"> <li>Convert Grant Street to two-way street between 12<sup>th</sup> St. and 15<sup>th</sup> St.</li> <li>Close Brown Street and Mississippi/Holmes Street under I-74</li> <li>Relocate State Street under I-74 to the south and convert to a two-way street</li> <li>Relocate Kimberly Road at Grant Street to the west and convert Kimberly Road to two-way street</li> </ul>	<ul style="list-style-type: none"> <li>Improved overall interchange capacity</li> <li>Widen Grant Street to 3-lanes in each direction through interchange</li> <li>Ramp intersection capacity improvements</li> </ul>
Variation 2			<ul style="list-style-type: none"> <li>Relocate NB exit and SB entrance ramps from State Street to Grant Street</li> <li>Provide full-access interchange at Grant Street</li> <li>Eliminate NB entrance and SB exit ramps at Kimberly Road</li> </ul>	<ul style="list-style-type: none"> <li>Convert Grant Street to two-way street between 12<sup>th</sup> St. and 15<sup>th</sup> St.</li> <li>Close Brown Street and Mississippi/Holmes Street under I-74</li> <li>Relocate State Street under I-74 to the south and convert to a two-way street</li> <li>Relocate Kimberly Road to the east of I-74 via 14<sup>th</sup> Street and Mississippi Boulevard, and eliminate Kimberly Road/Grant Street intersection west of I-74</li> </ul>	<ul style="list-style-type: none"> <li>Improved overall interchange capacity</li> <li>Widen Grant Street to 2-lanes in each direction through interchange</li> <li>Ramp intersection capacity improvements</li> </ul>
Middle Road			<ul style="list-style-type: none"> <li>Maintain existing access</li> </ul>	<ul style="list-style-type: none"> <li>Relocate Duck Creek Plaza entrance to the west</li> </ul>	<ul style="list-style-type: none"> <li>Ramp intersection capacity improvements</li> </ul>
US 6 (Spruce Hills Road)					
Variation 1			<ul style="list-style-type: none"> <li>Maintain existing access</li> </ul>	<ul style="list-style-type: none"> <li>Maintain existing access</li> </ul>	<ul style="list-style-type: none"> <li>Improved overall interchange capacity</li> <li>Ramp intersection capacity improvements</li> </ul>
Variation 2			<ul style="list-style-type: none"> <li>Maintain existing access</li> </ul>	<ul style="list-style-type: none"> <li>Maintain existing access</li> </ul>	<ul style="list-style-type: none"> <li>Improved overall interchange capacity</li> <li>Ramp intersection capacity improvements</li> </ul>
53rd Street					
Variation 1*			<ul style="list-style-type: none"> <li>Maintain existing access</li> <li>Convert interchange from diamond type to partial cloverleaf type</li> </ul>	<ul style="list-style-type: none"> <li>Maintain existing access</li> </ul>	<ul style="list-style-type: none"> <li>Improved overall interchange capacity</li> <li>Ramp intersection capacity improvements</li> </ul>
Variation 2*			<ul style="list-style-type: none"> <li>Maintain existing access</li> <li>Convert interchange from diamond type to partial cloverleaf type</li> </ul>	<ul style="list-style-type: none"> <li>Maintain existing access</li> </ul>	<ul style="list-style-type: none"> <li>Improved overall interchange capacity</li> <li>Ramp intersection capacity improvements</li> </ul>

\* For ease of reference, interchange variations in Downtown Moline, Downtown Bettendorf, and at 53rd Street were renumbered following the evaluation of interchange options described in Table 2-2.

